

ARIZONA DEPARTMENT OF TRANSPORTATION



SANTAN FREEWAY CORRIDOR

STATUS REPORT

APRIL 2000



PRICE ROAD Looking West



FOR MORE INFORMATION

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ACCELERATED DESIGN AND CONSTRUCTION

The Santan Freeway, originally designated as the Southeast Loop Highway, was included in the Maricopa Association of Government's (MAG) Long-Range Transportation Plan of March 1985. The proposed corridor extended from Interstate 10 to U.S. 60 (Superstition Freeway), crossing portions of Chandler, Mesa and Gilbert, and islands of Maricopa County. It was added to the State Highway System for more extensive study in April 1985.

Freeway location alternatives were first identified in the Southeast Loop Highway Location/Design Study of 1987. An alignment was finalized and proposed in a Final Environmental Assessment approved by the Arizona Department of Transportation in May 1988 and in August the Southeast Highway (Santan Freeway) Design Concept Report was issued. It defined roadway alignment and elevations, preliminary design features and estimated land acquisition needs. Minor changes to the concept were introduced in a General Plan, completed in 1993, and in a Drainage Concept Report issued in 1995. A total of three separate Environmental Assessment Updates, covering the entire corridor, were approved in 1999.

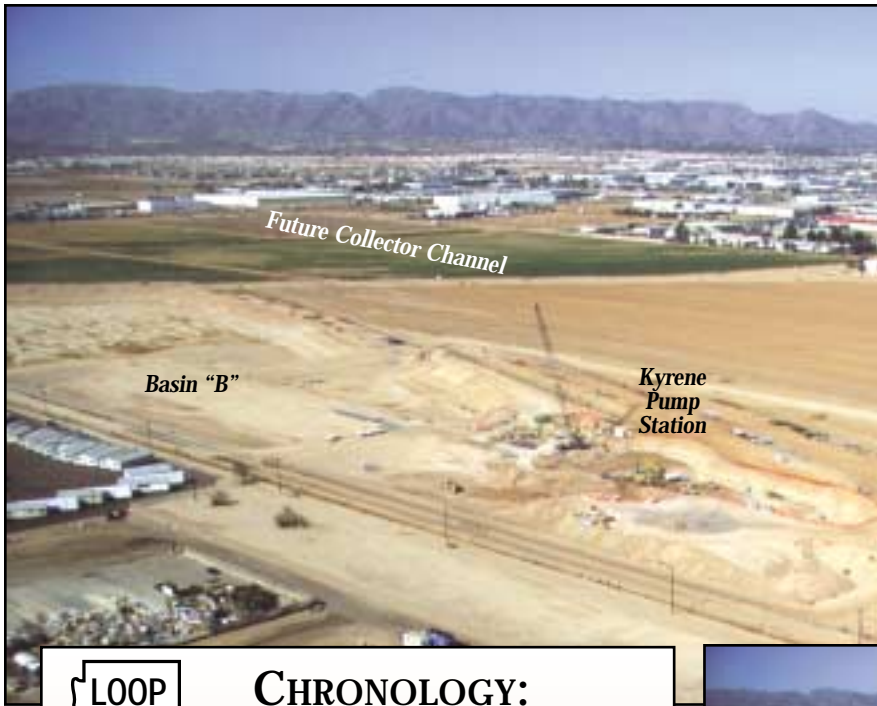
Various construction segments of the Santan Freeway are now being designed. Advancement of the Regional Freeway System by the Arizona Legislature last spring, in concert with Governor Hull, ADOT and MAG, moved completion of the freeway from 2014 to 2007. Land acquisition has been accelerated along the entire length of the corridor. Drainage and utility relocation projects have started in Chandler and initial construction of the Loop 202/I-10 Traffic Interchange is scheduled for early next year. It will open first to the west, to and from Pecos Road, and later to the east to provide a link with the new Santan Freeway.

Construction of new Santan segments will start every year until freeway completion at the end of 2007. By 2004, the first segment between I-10 and the Loop 101 Price Freeway is scheduled to open.

This aggressive construction schedule will complete more than 10 miles through south Chandler by the end of 2005, more than five miles through southeast Mesa by the end of 2006 and the final eight miles through Gilbert by the end of 2007.

Current estimated costs are over \$800 million for ultimate freeway completion through the corridor.





REGIONAL STORM DRAINAGE

ADOT, the City of Chandler and the Flood Control District of Maricopa County signed in 1997 an agreement to construct the South East Valley Regional Drainage System, also referred to as the Santan Channel.

The excavation of detention Basin "B" (Phase 1) on the west side of Kyrene Road was completed in spring '98, while the Outfall Channel (Phase 2) from Basin "B" to the Gila Floodway on the west side of I-10 was completed in fall '99. Collector channels paralleling the future freeway, between 56th Street and Price (Phase 3), are under construction by the FCDMC and will be complete early next year.

Total cost of the regional drainage system will be close to \$21 million.

**LOOP
202**

CHRONOLOGY: I-10 TO U.S.60

- ❑ March '85, Maricopa Association of Governments Regional Council endorsed as a 23.5 mile long corridor from Interstate 10 to the Superstition Freeway (U.S.60).
- ❑ May '86, location and preliminary design studies initiated by ADOT.
- ❑ October '87, Location Public Hearing conducted.
- ❑ December '87, State Transportation Board adopted Right-of-Way Resolution establishing refined location for planned freeway between Interstate 10 and Gilbert Road.
- ❑ May '88, ADOT completes the Southeast Loop Highway Environmental Assessment.
- ❑ August '88, ADOT completes the Southeast Highway (Loop 202 Santan Freeway) Design Concept Report.
- ❑ January '89, State Transportation Board adopted Right-of-Way Resolution establishing refined corridor from Gilbert Road to Baseline Road.
- ❑ September '96, MAG completes Major Investment Studies for the Santan and Red Mountain Corridors.
- ❑ April '99, ADOT completes the Environmental Assessment Update for the 56th Street to Price Freeway segment.
- ❑ July '99, ADOT and the Federal Highway Administration (FHWA) approve the Final Environmental Assessment for the I-10/202L System Traffic Interchange.
- ❑ August '99, ADOT and FHWA sign the Final Environmental Assessment for the Price Freeway to Baseline Road segment.
- ❑ August '99, Construction starts on the first project for the Santan Corridor: the Kyrene South Storm Water Pump Station.

Looking Northwest toward Kyrene Road



CONSTRUCTION SCHEDULE

SEGMENT	ESTIMATED COSTS <small>(In Thousands of Dollars)</small>	PLANNED START
I-10/Santan TI, West Half	26,220	Spring '01
I-10/Santan TI, East Half	64,008	Summer '01
I-10/Maricopa Rd. TI	13,026	Fall '02
56th Street to Kyrene Rd.	19,209	Summer '02
Kyrene Rd. to McClintock Dr.	30,332	Summer '02
Santan/Price TI, West Half	37,319	Spring '02
Santan/Price TI, East Half	30,317	Spring '03
Dobson Rd. to Arizona Ave.	42,898	Summer '03
Arizona Ave. to Gilbert Rd.	64,424	Spring '04
Gilbert Rd. to Williams Field Rd.	69,644	Spring '05
Williams Field Rd. to Higley Rd.	44,122	Spring '05
Higley Rd. to Power Rd.	28,077	Spring '05
Power Rd. to Elliot Rd.	67,508	Summer '04
Elliot Rd. to Baseline Rd.	38,567	Spring '04

(TI = Traffic Interchange)

Regional Freeway System Life Cycle Program: 1/31/2000